

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
April 7-8, 1997
HISTORY RECORD

FAA Control # 97-01-177

SUBJECT: Non Collocated DME use at/inside FAF

BACKGROUND/DISCUSSION: Many years ago, the industry and FAA agreed that air carrier DME sets would not be capable of frequency selection other than in lock-step with the VHF navigation receivers. Further, it is the firm policy of the industry, including AFS-200, that air carrier pilots both be displaying the primary nav aid from the FAF, inbound to landing or the missed approach procedure. Non-collocated DME makes achievement of this safety objective impossible. The TERPS Handbook states that non-collocated DME should be used only where "a unique operational requirement exists." (TERPs, Paragraph 282) AVN-100 instead uses non-collocated DME facilities as a matter of routine.

RECOMMENDATION: Collocated DME should be mandatory wherever DME is used for the final approach segment of any SIAP at a Part 139 certified airport. AFS-400 should remind AVN-100 of the limitations intended in TERPS for non-collocated DME facilities.

COMMENTS: This recommendation affects Orders 8260.3B and 8260.19C, and various FAA directives.

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INITIAL DISCUSSION (Meeting 97-01): Position paper presented by Wally Roberts, ALPA. ALPA believes that FAA is abusing the TERPS criteria in routinely designing IAP's with a non-collocated DME source vice only "where a unique operational requirement exists". Industry policy, supported by AFS-200, is that both air carrier pilots must display the primary NAVAID from the FAF inbound. Jim Terpstra, Jeppesen, volunteered to check their database to determine the number of approaches with this design. This will help indicate the magnitude of the problem. Paul Best, AFS-420, will in turn, forward the list to Airways Facilities for F&E. **ACTION: Jeppesen and AFS-420.**

MEETING 97-02: No significant action has been taken since the last meeting. Jeppesen and AFS-420 retain IOU's as noted at the last meeting. **ACTION: Jeppesen and AFS-420.**

MEETING 98-01: Jim Terpstra, Jeppesen, was unable to provide a database of non-collocated DME sources. Paul Best, AFS-400 (NAS NRS), agreed to work with Mike Werner, AVN-160, on this issue and report at the next meeting. Tom Young, ALPA, emphasized the criticality of this issue. **ACTION: AVN-160 and AFS-400.**

MEETING 98-02: Paul Best, AFS-400 (NAS NRS), and Mike Werner, AVN-160, reported they had no time to work this issue; therefore, there is no change in status. The issue is continued to the next meeting. **ACTION: AVN-160 and AFS-400.**

MEETING 99-01: Paul Best, AFS-400, and Mike Werner, AVN-160, were unable to attend the meeting. The issue was not discussed and deferred to the next meeting. **ACTION: AVN-160 and AFS-400.**

MEETING 99-02: Paul Best, AFS-400 (NAS NRS), briefed that FAA should not add any more non-collocated DME fixes to civil procedures and recommended that this policy be included in a future change to Order 8260.19. AFS-420 agreed to take this recommendation for consideration. Paul also agreed to prepare a formal request from AFS to AAF to consider installing collocated DME's on all ILS systems at Part 139 airports. **ACTION: AFS-400 (NAS NRS) and AFS-420.**

MEETING 00-01: Dave Eckles, AFS-420, addressed the issue, as Paul Best, AFS-400 (NAS NRS), was unavailable. Paul was to prepare a letter from AFS to AAF to consider installing collocated DME's on all ILS systems at Part 139 airports; however, the letter is still in AFS internal coordination. Kevin Comstock, ALPA, recommended DME installation at all airports; not just those covered under Part 139. Dave briefed that this issue is being addressed as a FAA Safer Skies Initiative to aid in CFIT prevention. He also said that policy to preclude use of non-collocated DME on civil procedures is under consideration for Order 8260.19. **ACTION: AFS-400 (NAS NRS) and AFS-420.**

MEETING 00-02: Paul Best, NAS NRS, was unavailable for the meeting. Dave Eckles, AFS-420, was unable to ascertain the status of the AFS-AAF letter regarding collocated ILS-DME systems. The issue is continued to the next meeting. **ACTION: AFS-400 (NAS NRS) and AFS-420.**

MEETING 01-01: Paul Best, NAS NRS, was unavailable for the meeting. Brad Rush, AVN-160, briefed that AAF has agreed to study DME requirements. A priority list has been developed and taken to the Commercial Aviation Safety Team (CAST) for consideration. The group consensus is to continue to carry this issue on the agenda as "Open – Inactive". Kevin Comstock, ALPA, as a member of the CAST team will monitor progress and report back to the ACF as deemed necessary. **Item Open – Inactive (ALPA).**

MEETING 01-02: Kevin Comstock, ALPA, provided an update that there is a government/industry agreement that the FAA will install 177 new DME systems. Current events resulting from the September 11th tragedy may impact this agreement financially. Kevin will continue to monitor progress through the CAST initiative and report as necessary. **Item Open – Inactive (ALPA).**

MEETING02-01: Kevin Comstock, ALPA, reported that the FAA has committed to 177 DME systems. He will continue to monitor progress through the CAST initiative and report as necessary. **Item Open – Inactive (ALPA).**

MEETING 02-02: Kevin Comstock, ALPA, reported he would continue to monitor progress through the CAST initiative. He stated that nothing else could be done on this issue through the ACF and that the issue may be closed. The group concurred. **ITEM CLOSED.**
